



The US 97 corridor serves as the economic engine for Central Oregon, connecting the area's major cities to regional destinations.

Within Central Oregon, challenges in meeting highway performance standards and management policies have come into conflict with land use and economic development objectives. These challenges, coupled with the strategic importance of the highway, heightened focus on safety and travel reliability, and increased emphasis on system management has led elected leaders and government officials along the corridor to form a Partnership. This Partnership is operating with the shared **vision of US 97 continuing to serve as an economic engine for Central Oregon** today and into the future, and is pursuing collaborative solutions that maximize investments and make the best corridor management decisions for the region.

"Everyone knows we can't build our way out of congestion. TRIP 97 is the paradigm change that is needed to maximize use of the existing transportation system and minimize the cost to the tax payer through regional partnership."

— *Alan Unger*
Deschutes County Commissioner

supportive structure of performance measures, funding sources, and regional governance. **Performance measures** incorporate innovative metrics to reflect the management and multimodal system goals of a safe and functional corridor. **The funding approach** explores ways to generate stable revenue from multiple approaches that are equitable, locally controlled, and tied to growth. **Regional governance** options allow pooling of resources, collaborative problem solving, and prioritized investments by the Partnership. The combination of these three elements bring the region an **improved ability to compete for State and Federal funding** to further leverage investments by the Partnership.

"TRIP97 is an innovation that will analyze a corridor of a major state highway asset to determine a more efficient way to effectively use the facility."

— *George Endicott, Mayor*
City of Redmond

"TRIP 97 puts economic development and job creation front and center in making the right kind of investments for US 97."

— *Eric King, City Manager*
City of Bend

FRAMEWORK SUMMARY



This Partnership is operating with the shared vision of US 97 continuing to serve as an economic engine for Central Oregon today and into the future, and is pursuing collaborative solutions that maximize investments and make the best corridor management decisions for the region.

The TRIP97 Partnership was created to...

- Increase system performance emphasis on regional job creation, safety, accessibility, and alternative travel modes
- Make overall better use of the dollars for transportation along the corridor
- Allow a range of investments that include lower-cost management and maintenance options in addition to capital strategies
- Prioritize corridor investments by the partnership to address system needs across jurisdictional lines
- Utilize growth allowed by TRIP97 to help fund the identified system improvements



Since its formation in 2010, the TRIP97 Partnership has...

- Developed a shared vision for integrating US 97 into each of the affected jurisdictions
- Created a diverse range of performance measures to address Partnership goals
- Produced a corridor-wide evaluation approach that considers all users
- Identified a comprehensive funding approach
- Documented governance strategy



These accomplishments will lead to...

- Regional collaboration and mutually supportive transportation investments
- Inclusion of low-cost high-value corridor management strategies
- Enhanced support for alternative travel modes
- Expanded range of funding opportunities tailored to the means and capacity of Partnership agencies
- An expedited corridor planning and development review process
- Increased economic development opportunities and improved quality of life



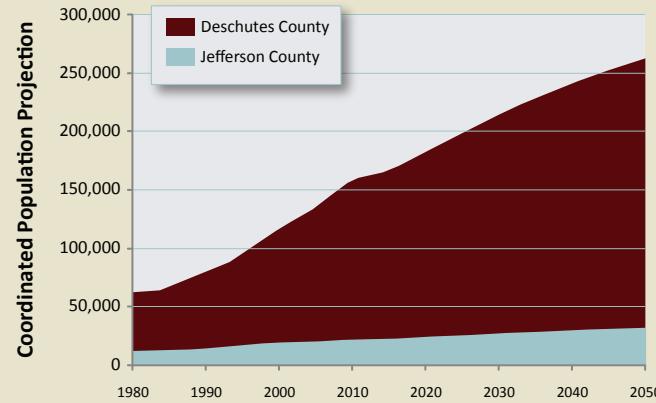
What needs to happen next?

- Refinement and calibration of analysis tools, models, and procedures
- Further refinement of the planned funding and investment strategies
- Adoption of implementing policies, agreements, and ordinances at the local, regional, and State levels

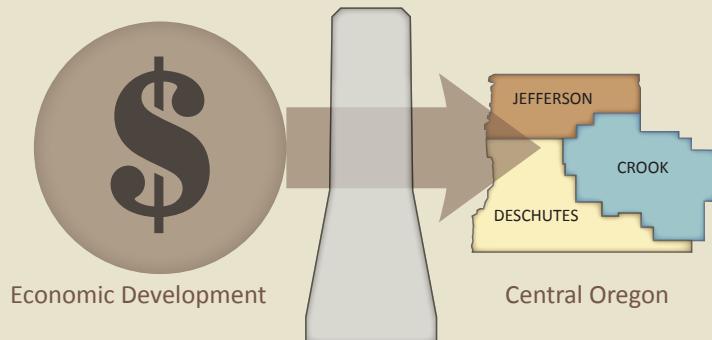


CONTEXT

The **Transportation Planning Rule** was established to emphasize the relationship between land use and transportation.



The population in Deschutes County has tripled since 1980, with high growth anticipated to continue

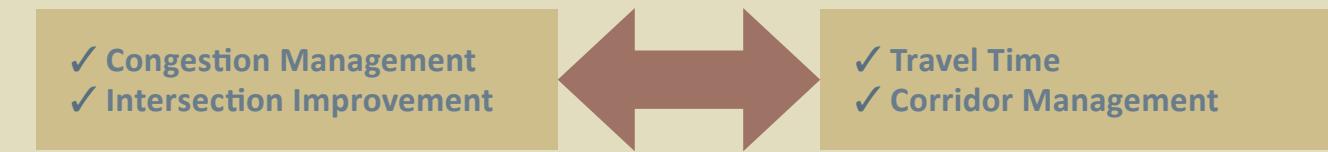


Stringent mobility and design standards and decreasing funding led to the creation of the **TRIP97 Partnership** to prevent infrastructure projects from becoming a barrier to economic development.

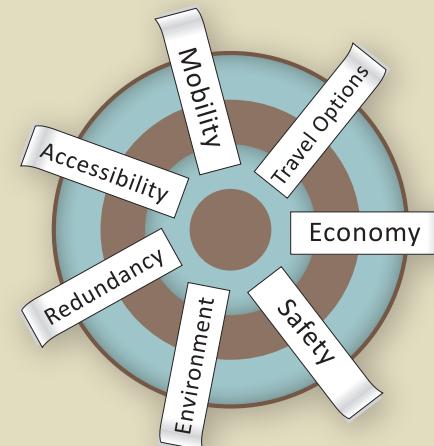


SOLUTIONS

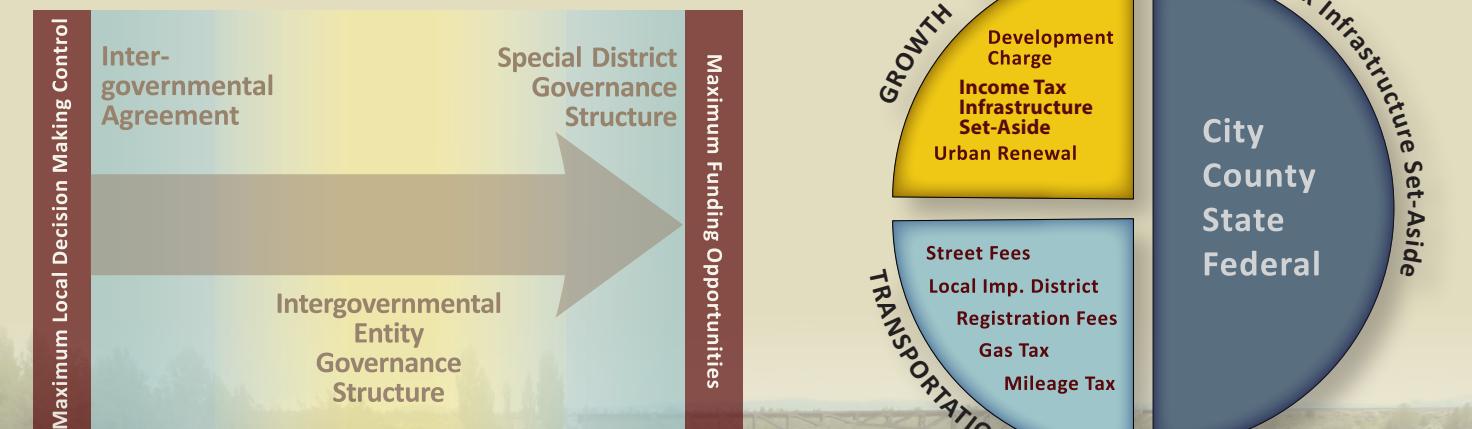
Shifting how we **BALANCE** land use and growth in communities with transportation demands and mobility goals.



Performance Measures that address a broad range of partnership goals.



Governance Approach that promotes regional collaboration.



BENEFITS

Empowering agencies to use management strategies provides a wider range of low-cost improvement options than conventional asphalt projects.

TRIP97 PARTNERSHIP

| Intersection Improvements | <input checked="" type="checkbox"/> |
|----------------------------------|-------------------------------------|
| Road Widening | <input checked="" type="checkbox"/> |
| Maintenance | <input checked="" type="checkbox"/> |
| Ped & Bike Improvements | <input checked="" type="checkbox"/> |
| Local Street Connections | <input checked="" type="checkbox"/> |
| Incident Management | <input checked="" type="checkbox"/> |
| Traffic Operations | <input checked="" type="checkbox"/> |
| Safety Enhancements | <input checked="" type="checkbox"/> |
| Traveler Information | <input checked="" type="checkbox"/> |
| Transit | <input checked="" type="checkbox"/> |
| Freight Rail | <input checked="" type="checkbox"/> |
| Transportation Demand Management | <input checked="" type="checkbox"/> |

Facilitating regional collaboration among jurisdictions on infrastructure, facility management, and economic development priorities.

